

**NOTE:** These minutes do not constitute a verbatim transcription of the CPC meeting.

**CITY PLANNING COMMISSION  
REGULAR MEETING  
August 4, 2005**

**APPROVED**

Call to Order: The meeting was called to order by Chairperson Arthur Simons in the Committee of the Whole Room, 13<sup>th</sup> Floor of the Coleman A. Young Municipal Center, at 4:50 PM.

Roll Call: Present at the meeting were Commissioners Cason, Christensen, Glaser, Glenn, Jeffrey, Simons, Wendler and Williams. Absent was Commissioner Smith (excused).

Agenda: The Agenda was approved as submitted.

Minutes: **ACTION:** Commissioner Glenn moved to approve the minutes of the Regular Meeting of July 21, 2005.  
Commissioner Williams seconded the motion.  
Motion carried.

**PUBLIC DISC.--**

Request of Alpha Restaurant Group to construct a restaurant at W. 7 Mile and Monte Vista: A public discussion was held on the request of Paul Hubbard of the Alpha Restaurant Group to construct a Captain D's Seafood restaurant on the southwest corner of West Seven Mile Road and Monte Vista Avenue on a portion of the PD (Planned Development) site approved for The Home Depot development.

Present for the discussion were Paul Hubbard, President of the Alpha Restaurant Group, and Denise Lewis of Honigman, Miller Schwarz and Cohn.

CPC staff member Christopher Gulock reviewed the background information and proposed development.

The original PD site plan included space along the West Seven Mile frontage for two outlots as part of the Super Kmart Center development. In 1999, the City approved the construction of a 185 seat sit-down restaurant (Perkins) on the outlot closer to Meyers Road. In 2000, the City approved the construction of a 219 seat sit-down restaurant (Outback Steakhouse) on the subject outlot site closer to Monte Vista. Neither of these restaurants was built.

The proposed restaurant would be located on the outlot area closer to Monte Vista. The restaurant would contain approximately 2,500 square feet, 71 seats, and a drive-through window. Within the restaurant, food would be ordered from a counter and not from a menu and table. General hours of operation would be from 10:30 AM to 11:00 PM. The development would include landscaping, a dumpster area, and parking lot for 48 vehicles.

Access to the site would be via the existing parking lot. New curb-cuts would not be created. A portion of the proposed parking and drive-through lane would encroach into the Home Depot parking lot. CPC staff understands that The Home Depot approved the parking lot encroachment. A portion of the existing landscaped setback along Monte Vista would be taken for development of the parking lot.

The façade of the building would have the appearance of gray weathered wood with a metal canopy, accent lighting, windows, and colorful trim.

CPC staff understands some investors affiliated with Hartford Church would like to build 3 such restaurants in Detroit and have selected the subject site for the first restaurant.

The proposed development appears to be in compliance with requirements of the Zoning Ordinance calling for 6 spaces for drive-through restaurant order boxes and 4 spaces for drive-through restaurants from the order box to the pick-up window.

A community meeting was held on August 2, 2005 at the Harford Memorial Baptist Church. Issues expressed at the meeting included concerns about the emission of odors, the hours for truck deliveries and the use of the adjacent residential streets by delivery trucks.

Mr. Hubbard showed photos of the Captain D's restaurant in Toledo, Ohio, which was recently built by the Alpha Restaurant Group, and shared a copy of the menu.

Mr. Hubbard noted the names of the investors in the Alpha Restaurant Group which, in addition to himself, include Howard Simms, Leon Atcheson and David Allen. All of the investors are African-Americans. Mel Garrett, who has 30 years experience with the McDonald's Corporation, will operate the restaurant.

Captain D's is part of a national chain based out of Kentucky. Over 60 of these restaurants have been established in the south, mainly in the cities of Atlanta and Miami. Each restaurant provides approximately 20-25 jobs. The proposed restaurant represents the northernmost location. The Group has been approved to develop three Captain D's in the City of Detroit. In addition to the proposed site, Captain D's restaurants are proposed for the Mack Ave./Alter Rd. area and the Joy Rd./Greenfield Ave. area. If the Group keeps on building, it can continue to construct up to 12-15 Captain D's restaurants.

Mr. Hubbard explained the style and service arrangements at Captain D's. The sit-down style restaurant is called "fast casual," and represents a cross between Long John Silver's and Red Lobster restaurants. A liquor license is not being sought.

The establishment of Captain D's restaurants in Detroit has the support of the Mayor and the company has been working with Walter Watkins, the Chief Development Officer for the City.

Comerica Bank is providing the financing.

Mr. Hubbard noted the results of the August 2, 2005 community meeting. Approximately 40 people were in attendance. All of the questions asked at that meeting were positive. For

example, will the restaurant have a handicap ramp, will there be enough handicapped parking spaces, and can community meetings be held at the restaurant. Mr. Hubbard noted that he met with Mr. Smith, an adjacent resident, and others and answered their questions regarding delivery times and odors. The deliveries will occur during morning hours. Delivery trucks will have easy access to the site via the freeways. They will not use the adjacent residential streets. A modern ventilation system will be installed to eliminate smells. Mr. Hubbard indicated that he offered to rent a bus to take the community residents to visit the Captain D's restaurant in Toledo. The residents declined the offer noting that it was not necessary since they were satisfied with the answers to their questions. Mr. Hubbard indicated that he has accepted an invitation to speak at a community meeting in September.

Mr. Hubbard stated that he walked along W. Seven Mile between Sorrento and Monte Vista and talked to the business owners about the development of the restaurant. Comments from the business owners were favorable. People who expressed opposition to the Kmart/Home Depot developments are not opposed to this restaurant.

Ms. Lewis noted that the restaurant would operate under a long term ground lease with the Seven Mile Partnership and Hartford Memorial Baptist Church. A cross easement agreement has been executed which will enable the restaurant to use the parking lot at The Home Depot.

Commissioner Glenn expressed concern regarding the proximity of the drive-thru to the residences on Monte Vista. He cited the possibility of negative impact, e.g., 10 cars standing in line awaiting service through the drive-thru window, racing engines, boom boxes playing, etc. He inquired as to the hours of operation for the drive-thru and whether the drive-thru could be located elsewhere on the site or whether a sound barrier could be constructed to protect the community. Mr. Hubbard responded that the drive-thru would close at 10:30 PM on weekdays and 11:00 PM on weekends. The community raised concern about a 1:00 AM or 2:00 AM closing but were satisfied with a closing of 10:30 PM and 11:00 PM. The community also expressed concerns about persons operating remote controlled miniature racing cars in the parking lot of The Home Depot. Ms. Lewis noted the lack of options in reconfiguring the site given the narrowness of the property. Mr. Hubbard noted the possibility of erecting a fence and employing security guards to make sure that no loud boom boxes pass through the drive-thru.

Commissioner Christensen recommended a site in Southwest Detroit for the construction of the fourth Captain D's restaurant.

The Commissioners expressed support for the development of the restaurants. Commissioner Cason expressed the utmost confidence in their success given the high caliber and business experience of the investors and operator.

Noting his opposition to the original proposal to place two restaurants on the site, Commissioner Williams expressed support for the proposed Captain D's style of restaurant.

In response to Commissioner Glaser, Mr. Hubbard noted that the restaurant would offer jobs to students during evening weekday hours and during weekends. Approximately ten full time jobs would be offered to adults. Adults are involved in cutting the fish. Opportunities would also exist for senior citizens. Wages for students start at \$5.75/hour with raises given quarterly. Wages for cooks begin at \$7.50-\$8.00/hour. Wages for managers range between \$28,000-\$40,000/year and include health benefits.

The petitioner is currently obtaining bids from contractors and hopes to break ground in early September with a grand opening in November.

CPC staff requested the developer to work with the CPC staff to resolve any issues related to the drive-thru.

CPC staff recommended approval of the request provided that deliveries for the restaurant by larger vehicles (semi trucks) be restricted to the hours of 8:00 AM through 4:00 PM; delivery trucks shall be directed to not use adjacent residential streets when entering and leaving the site; the petitioner shall employ the best available treatment, maintenance, and control that is currently available to maintain the lowest possible emission of odorous gases; and final landscaping and signage plans shall be submitted to CPC staff for review and approval.

Commissioner Christensen expressed concern regarding the emission of odors from the disposal of fish bones given that employees will be cutting fish on site. Mr. Hubbard noted the process. Fresh fish are filleted, packed and frozen with 45 minutes after being caught. Fish arrive at the restaurant deboned. The cooks are only involved in cutting the fish into pieces. Mr. Hubbard emphasized that there are no odors.

**ACTION: Commissioner Cason moved to accept the CPC staff recommendation. Commissioner Glaser seconded the motion. Motion carried.**

Mr. Hubbard noted that he would arrange to partition off 20-30 seats in the restaurant to accommodate the holding of community meetings.

OLD BUS.--  
DEIS for  
the  
DIFT:

Further consideration was given to the request of the Michigan Department of Transportation (M-DOT) to approve the Draft Environmental Impact Statement (DEIS) for the Detroit Intermodal Freight Terminal (DIFT).

CPC staff members Christopher Gulock and Heidi Alcock summarized the results of the Commission's July 21, 2005 discussion on this matter. At that time, Commissioner Christensen requested receiving written communication from the community groups and entities that had broken away from the communities representing the Working Group for a Community Benefits Agreement, in particular, the Arab Community Center for Economic and Social Services (ACCESS). A copy of a July 26, 2005 position statement from ACCESS was included in the CPC packets.

Comments on the DEIS must be submitted to M-DOT by August 13, 2005.

City Council passed a resolution on July 27, 2005 in support of not accepting the “no action” alternative presented in the DEIS and in support of the need for a Community Benefits Agreement (CBA).

Commissioner Christensen noted that he had asked for the summary from ACCESS because he has mixed feelings about the project. There are other groups that take the same position as ACCESS. The Working Group for a CBA has broken away because it doesn't have the same outlook as ACCESS. ACCESS and the City of Dearborn believe that there should be no action whatsoever. The Working Group believes that there should be some type of action to assure community control. Commissioner Christensen noted that he lives in the southwest Detroit community and personally sides with the position of ACCESS. He expressed strong opposition to the closing of Lonyo Ave. Commissioner Christensen noted that today he had spoken to a storeowner in the area who indicated that several thousand signatures have already been collected in support of not doing anything at this time. Alternative #2 calls for the placement of a gate at Wyoming. A new school was recently built on Wyoming and Saliner. He felt that it was a bad thing if nothing is done and a bad thing if an alternative is done. Whatever is done, there will be an impact on the neighborhood. The I-94 and I-75 freeways and the past closing of factories have impacted Southwest Detroit. Does the City need something else to come into the area and divide the community? Southwest Detroit is surrounded by the railroads and container companies. They are located on Fort St., Michigan Ave./Wyoming, Dix, and John Kronk. A company that produces paper products has just put several thousand dollars into its building located on the south side of Dix. The company indicated that it would leave the area if the expansion occurs. Can the City afford to lose any more people in southwest Detroit? The project will result in a downturn to that area.

Commissioner Wendler indicated that she would agree with Commissioner Christensen if she thought that non-participation of MDOT would stop the expansion of transportation activities in southwest Detroit. She felt that the function of the Commission was to address the issues that the community sees as important. The Commission is not necessarily taking a position one way or another. The Commission is saying “here are the issues the community has raised.” Since the original proposal, which included 8 gates around the DIFT, MDOT has limited the number of gates to two--one at the far west end of the project and one at the far east end. All of the traffic will be contained within the project. The change is of enormous benefit to southwest Detroit. ACCESS is opposed to this change because one of the two gates would be located in the City of Dearborn. Groups such as Bagley Housing Association, Clark Park Coalition, Corktown CDC, Bridging Communities, Gateway Collaborative, Greater Corktown Development Corporation, Holy Redeemer and other organizations and individuals support that no action alternative as being unacceptable and support the development of a Community Benefits Agreement. Without MDOT, the community would only have itself to get the railroads to do what it should do. To this point in time, efforts have been unsuccessful. Commissioner Wendler noted that she has worked in southwest Detroit for 25 years. Every time the community tries to get the railroads to clean up the viaducts and to help keep dirt from running off the sides of embankments and clog up the catch basins, etc., the railroads have not cooperated. Because of the growth of freight, and traffic across the bridge and the need to build a second span, southwest Detroit is going to get intermodal traffic whether it wants it or not. The question is whether the community will get any benefit. What is the community's leverage to obtain landscaping

around the entire perimeter of the intermodal freight terminal? Where is the opportunity to ensure that any jobs go to Detroiters? Who will address the air quality issues? The railroads do not have to address any of these issues. However, if it is the State of Michigan, government has to respond. Again, Commissioner Wendler emphasized that she would pursue a do nothing approach if there would not be any expansion of the freight transportation industry in southwest Detroit. Because she believed that the industry will expand, Commissioner Wendler cited the need for the need to leverage benefits to the community. The State of Michigan and the region benefits from the industry expansion. But the impact of that expansion is entirely on southwest Detroit.

Commissioner Williams noted that the DIFT project keeps coming back even though the Commission has said it doesn't like it. Initially, concern was raised that other things were happening that were not being discussed at the table and that the only community showing much growth in the City of Detroit was being ignored and insulted. Commissioner Williams agreed that there always needs to be compromise. But he questioned whether the compromise is resulting in any benefits. The number and location of gates are only one issue. He noted that for the last couple of months, he has taken trips by train to the City of Chicago. When returning to Detroit, one sees how hideous Detroit looks. Commissioner Williams felt that there were a lot of things that needed to be done with stipulations. He inquired as to why is MDOT, rather than the railroads, making the improvements. Will MDOT pick up the costs?

Commissioner Wendler noted that government is the only entity that has ever negotiated CBA's. There is no pressure for the private sector to participate in a CBA if the government is not involved. A CBA was negotiated for the development of the \$11.5 billion LAX airport in Los Angeles. The CBA brought in \$1.5 billion in improvements to the community. The CBA for the \$80 million Staple Center project in Los Angeles resulted in \$8 million in improvements to the community.

Commissioner Williams inquired as to the dollar amount of a CBA for southwest Detroit. Commissioner Wendler noted that that would have to be negotiated. She emphasized that if the government is not involved, there is no CBA.

Commissioner Christensen understood that the Federal Government and MDOT are picking up the money on this project. Only three of the four railroads have signed onto the DIFT.

Commissioner Wendler noted that the State of Michigan has spent \$18 million on the DIFT study. The State is enormously involved. If the State says it will take the no action approach, there will continue to be growth in intermodal freight traffic in that neighborhood. There will continue to be trucks coming through incredibly dangerous intersections. Southwest Detroit has traffic traveling in six different directions because of the convergence of Vernor, Dix and Waterman. The railroads wanted a new entrance at that intersection. Now, the community has to put up with an additional number of trucks coming through that already dangerous intersection. She supported taking the no action approach if there was a way to guarantee that there would be no more truck traffic and no more expansion of any transportation industry. But because of the location of the international border crossing and the location of the freeways and railroads, southwest Detroit is going to experience a growth

in transportation industries. Either the government would try to assist the community or the private sector would continue to do whatever it wants in that community.

Commissioner Jeffrey thought the action of the Commission to not approve the original plan supported the community's efforts to negotiate changes to that transportation plan to make it less intrusive and detrimental to Southwest Detroit. There have been changes to the plan because of the CPC's strong support of the goals of the community. Commissioner Jeffrey noted the recent decision of the Supreme Court to support the taking of private land for use by a corporation. The Commission should continue to support the community's negotiations with MDOT. Without the government, one cannot negotiate a CBA. The Commission's role should support the community's efforts to negotiate.

Commissioner Christensen named some of the groups who signed onto the position statement from ACCESS, including Concerned Residents of Southwest Dearborn, Detroit Hispanic Development Corporation, Ecology Center, Sierra Club and American Indian Health and Family Services. He indicated that he would not have a problem if ACCESS and the Working Group could work together to come up with a consensus. The community is being divided.

Commissioner Jeffrey felt that the Commission action does not represent a taking of sides of one group over another. Commissioner Christensen disagreed.

Commissioner Jeffrey noted that the Commission's action says that MDOT must negotiate with the community to come up with a plan that is palatable to the majority of the residents whether they reside in the City of Dearborn or in the City of Detroit. Christensen agreed that MDOT has been working with the community. But he emphasized that there has to be a plan for the community. He noted that the City of Ferndale said to keep the DIFT out of that City. MDOT got out of Ferndale. He expressed support for ACCESS and the Working Group to work together to formalize a plan.

Commissioner Cason respected the views of Commissioners Christensen and Wendler. He agreed that there would have to be an alternative. There is a tremendous increase in traffic. The other factor is national security of which the Bridge is an important piece. As planners, the Commission has to be involved in formulating some type of alternative. He felt that the Commission might have to meet with the groups to facilitate a compromise.

In response to Commissioner Williams, Commissioner Wendler explained the events leading to the split within the organization Communities for a Better Rail Alternative (CBRA). When one of the alternatives for the DIFT showed a gate in the City of Dearborn, the residents of the City of Dearborn expressed opposition.

Discussion ensued on the number of gates for each alternative.

Commissioner Glaser expressed concern regarding the environmental impact of the project on the citizens of the area, particularly the children and the elderly. She expressed support for the CBA if it was the only to assure the undertaking of environmental studies and the addressing of quality of life issues. The Commission owes its fellow citizens to try to work out the issues.

Discussion ensued on the action being taking by the Commission at today's meeting.

Commissioner Glenn expressed concern that the fate of the community might be placed in the hands of the developers. He cited the recent Supreme Court decision on the expansion of eminent domain powers.

Commissioner Jeffrey noted that the Commission represents the citizens of the City of Detroit. The Commission does not represent the citizens of Dearborn. The community and CPC staff have put in a lot of effort to come up with a recommendation for the Commission's consideration.

CPC staff recommended that the Commission accept and endorse the resolution passed by City Council on July 27, 2005 along with the additional 22 comments contained in the July 21, 2005 CPC staff memo to the Commission and comments from tonight's meeting. The comments should be forwarded to City Council and MDOT.

CPC staff responded to Commissioner Williams request for clarification in the sequence of events given that the Commission is being asked to comment on a proposal already acted on by the City Council.

**ACTION: Commissioner Cason moved to accept the CPC staff recommendation.**  
– **Commissioner Christensen seconded the motion.**  
**Motion carried.**

OLD  
BUS.--  
Request of  
Det.  
International  
Bridge Co.  
to rezone  
properties  
in Hubbard-  
Richard for  
bridge-  
related  
issues:

Further consideration was given to the request of the Detroit International Bridge Co. (DIBC) to rezone numerous parcels adjacent to the Ambassador Bridge generally located within 24 blocks between Bagley Avenue and Fort Street, and along Ste. Anne Street and the Fisher Freeway. The changes are being requested so that the zoning of these properties will better comply with the Hubbard-Richard urban renewal plan and to better reflect the current use of these properties. The subject area is located within the Hubbard-Richard urban renewal area which is regulated by the Hubbard-Richard Rehabilitation Project Third Modified Development Plan.

CPC staff member Christopher Gulock reviewed the background information and summarized the results of the Commission's July 21, 2005 public hearing on this matter. A July 21, 2005 letter from the Gateway Communities Development Collaborative (GCDC) appeared to support the proposal to rezone land on the west side of 21<sup>st</sup> Street for MDOT Gateway improvements. For the remainder of the rezoning, the letter stated that the GCDC felt strongly that DIBC expansion must go no further east or north than the boundary created by this current rezoning request, and that further expansion south and west must be constrained by the Detroit West Riverfront Plan's proposed footprint for the Ambassador Bridge Plaza. One person spoke at the hearing who was disappointed that the rezoning was for land that the DIBC had already developed.

CPC staff reviewed the history of use of the subject property by the DIBC and the United States General Services Administration (GSA) for bridge-related operations. CPC staff was



not aware whether the DIBC or GSA went through the proper land use requirements for each block to use these parcels for bridge-related operations.

More recently, the DIBC increased the number of inspection booths just west of Ste. Anne and north of Fort Street on land zoned R2. A variance to allow this project was denied by the Board of Zoning Appeals, but the DIBC prevailed on appeal to the Circuit Court. The City has currently appealed the decision that the DIBC is exempt from the City's Zoning Ordinance and building permit requirements.

The DIBC has assembled residential land north of Porter and west of Ste. Anne and expanded its Bridge related operations. This land contains some City-owned parcels, which CPC staff felt should not be sold until the urban renewal plan and Zoning Ordinance are changed to reflect bridge operations.

The Detroit Zoning Ordinance was recently amended to specify that tunnel or bridge plaza and terminals (vehicular) are allowed as by-right uses in only B6 and M4. Previously, the Zoning Ordinance did not specifically reference where Bridge uses were allowed, so by default they appeared to be allowed in M4 and M5. In the past, much of the area west of the Ambassador Bridge was rezoned to B6 to reflect Bridge activity. As a result, the proposed B6 would appear to properly reflect the subject area's use for Bridge related activity.

In April 2005, Detroit City Council approved a comprehensive revision of the Hubbard-Richard Development Plan which included a new land use category, "Bridge and Bridge Related" uses. In the amended Plan, the City designated the land area generally located 270 feet south of Bagley on the north, the north/south alley first west of Ste. Anne Street on the east, Fort Street on the south, and the Fisher Freeway on the west for Bridge and Bridge Related uses. The recommended Proposed Zoning map in the Plan shows this area as zoned B6. The Plan shows the subject 3-block area west of 21<sup>st</sup> Street as Commercial. The recommended Proposed Zoning map shows this area as zoned B4. The proposed rezoning is consistent with the Development Plan.

CPC staff felt that Bridge operations should not go any closer to Bagley Avenue than the current Bridge wall 270 feet south of Bagley and that Bridge operations should not get any closer to historic Ste. Anne's church and the adjacent residential neighborhood. CPC staff would like the DIBC to develop, with all the various stakeholders, a viable long-range plan should the DIBC need to expand its capacity.

Bruce Evans of the Planning & Development Department (P&DD) noted that the proposed rezoning is not in compliance with the Hubbard-Richard Corktown Subsector of the Southwest sector of the Master Plan of Policies. P&DD is still reviewing the Master Plan and will forward a letter to the Commission next week stating that the rezoning is not in compliance. After submittal of that letter, P&DD will submit the appropriate amendment for review and approval. The Department wants to make sure that the Master Plan will be in compliance with the Hubbard Richard Development Plan.

After some discussion, CPC staff felt that the Commission could take action on the rezoning at today's meeting. Ms. Bruhn noted that the Development Plan is the key document in determining the master plan for the Hubbard Richard neighborhood. The Development Plan

acts as the Master Plan. The Master Plan amendment can be considered at a later date. The Development Plan supercedes other documents.

CPC staff recommended approval of the rezoning because it is consistent with the Hubbard-Richard urban renewal plan and makes the zoning better reflect existing development.

**ACTION: Commissioner Cason moved to accept the CPC staff recommendation. Commissioner Jeffrey seconded the motion. Motion carried.**

OLD  
BUS.--  
Sale of  
Land in  
Wholesale  
Distribution  
Center No.  
3 to  
1565  
Erskine LLC:

Further consideration was given to the request of 1565 Erskine, LLC to purchase property in the area bounded by Hale, Erskine, Orleans and Riopelle in the Wholesale Distribution Center No. 3 for the development of a multi-tenant facility, primarily for food-related uses.

CPC staff member Christopher Gulock noted that the Planning Division of Planning and Development Department (P&DD) is reviewing the land sale to see if it is in compliance with the Wholesale Distribution Center No. 3 Development Plan. Mr. Gulock cited a letter from Metro Produce, Inc. alleging non-compliance with the Development Plan. A copy of the letter was included in the CPC table packets. CPC staff recommended that the CPC table action on the request until the P&DD has released its analysis on the sale.

Commissioners Jeffrey and Williams noted uses in the area that do not have the element of food-distribution, such as a Family Independence Agency office and a Thai restaurant.

The Commissioners agreed to table the matter.

Director's  
Report:

Ms. Bruhn presented the Director's Report.

Recent City Council actions included approval of the modification of the consent agreement for Wolverine Packing, the final design for the MotorCity Casino, and the Economic Development Corporation Mt. Elliott-Wight Project Plan. Actions related to the Waterfront East Project Plan are on hold until September.

City Council approved the reappointment of Dr. David Cason, Tom Christensen and Roy Levy Williams to new three-year terms.

The table packet included a report on the current state of animal control, including cutbacks in service.

The 311 Call Center hours for reporting problems and making complaints are Monday-Friday, 7:30 AM – 9:00 PM and Saturday, 9:30 AM – 5:00 PM.

As requested, a copy of the CPC's report to City Council on the Waterfront East Project Plan was provided to Commission members.

Ms. Bruhn noted that she would be out of the office from August 15-23.

Commissioner Jeffrey inquired as to the status of assessing property owners for the City's cost to demolish their property. Ms. Bruhn noted that City Council is very supportive of the placement of these types of liens. City Council is awaiting information from Buildings and Safety Engineering Department and the Law Department on implementation. Discussion

has occurred on going back five years. Commissioner Jeffrey felt it would be worth it for the City to hire an attorney to pursue that issue. Commissioner Glenn felt that the Commission should adopt a resolution expressing support for the liens and forward it to City Council. CPC staff was directed to prepare the resolution.

Adj.:

The meeting was adjourned at 6:17 PM.